



The China Mail

ESTABLISHED 1845

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80, QUEEN'S ROAD
CENTRAL.

No. 14,978

號六廿月四年一十一百九千一英

HONGKONG, WEDNESDAY, APRIL 26, 1911.

日八廿月三年三統宣

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A strong British Corporation Registered
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Insurance in Force \$7,855,885.00
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C. Lawder, Esq., Inspector, Hongkong.
ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafrentz, Esq.
Hongkong, November 15, 1909. 1424.

A CAPTAIN CAUTIONED.

Captain W. A. Valentine, master of the
s.s. Heungshan, as reported in the China
Mail on Tuesday evening, was cautioned
by Commander C. W. Beckwith, R.N., at
the Marine Court, yesterday afternoon, for
failing to observe the rule of the road.

Lance-Sergeant Sutton gave evidence
that about 8.10 a.m. on the 16th instant,
he was standing down the central fairway
in North Police-launch from east to west
when he observed the s.s. Heungshan
steaming northward. Entering the central
fairway witness blew one long blast to
attract attention, but no notice was taken
of the signal. To avoid immediate collision
witness stopped his engine and the Heung-
shan passed about fifteen yards off.

Defendant stated that, when in the
southern fairway he ported to get under
the stern of a naval launch going from east
to west. He saw the No. 1 police launch
steaming through the central fairway, and
it appeared to him to be on the south side.
These were also two junks under sail on
his port side going from north to south.

Witness did not think it advisable to stop
his ship owing to the strong flood tide and
the close proximity of the China Merchants'
buoy. As soon as he passed the Ap Lei
buoy he starboarded his helm and passed
between the China Merchants' buoy and
Marley's buoy. The police launch was then
under his stern. He could not say how
far off, but he thought a sufficient distance.
Witness did not make any sound signal when
he altered his course. The two Chinese
craft, were in the central fairway to the
westward of his ship when he entered the
fairway.

Sergeant Wells stated that he saw the
Heungshan steaming out from the wharf
and steering north when she entered the
central fairway. The police launch blew
one long blast. Witness saw no Chinese
craft crossing the fairway. The Heungshan
took no action, but passed ahead. The
police launch stopped, otherwise there
would have been a serious collision.

His Worship said—Taking into considera-
tion the many difficulties which a long
ship like the Heungshan has to contend
with in these narrow waters crowded with
buoys and various craft, I dismiss the case
with a severe caution to the master. He
must in future use the helm signals laid
down in article 29 of the Rules of the
Road when making any alteration to give
way to another vessel. In this case there
was no such signal given, although the
course of the Heungshan was altered to
south.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family
with a bottle of Chamberlain's
Cough, Cholera and Diarrhoea Remedy at
this season of the year, you are neglecting
them, as bowel complaint is sure to be
prevalent, and it is too dangerous a malady
to be trifled with. It has never been
known to fail even in the most severe and
dangerous cases, and its cost is not beyond
the means of any one. For sale, by all
Chemists and Druggists.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

ONE STEAMLAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS

CONDENSED MILK CO.
CHAM (Switzerland) AND LONDON.

MILKMAID BRAND

Full Cream Milk.

LARGEST SALE

IN THE WORLD.

As a guarantee of Quality.

Milkmaid ON EVERY TIN.

Hongkong, December 1, 1910.

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WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).

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HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

MACAO TO HONGKONG—Weekdays at 9 A.M. and 1 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

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The s.s. NANNING will be withdrawn for docking on the 27th April about 10 days.

The above sailings are subject to change.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, December 6, 1910. 12

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No. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.

Large and airy Rooms, luxuriously furnished, Electric Light and Fans through-
out. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.

Ladies Afternoon Tea Rooms. Special rates for married families on application to
the Manager.

CHARGES MODERATE. F. REICHMANN, Proprietor.

Telephone No. 197. TELEGRAPHIC ADDRESS, COMFORT, HONGKONG.

Hongkong, November 10, 1909. 1274

ASTOR HOUSE HOTEL

(EARL CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

New Management. Large and comfortable Rooms. Excellent Cuisine under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

G. GARNIER, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 9, 1908. 14

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ORIENTAL BREWERY LIMITED

HONGKONG.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 and
37, Hsiao Loow Street, (first Street west
of Central Market) Telephone No. 615.
Hongkong, September 4, 1909. 1123

SINGON & CO.

THE GRAND CARLTON HOTEL

This Temperance Hotel has been established to meet the requirements of those who desire
all the conveniences and advantages of the modern Hotels at moderate charges.

TELEGRAPHIC ADDRESS: GRAND.

Hongkong.

O. E. OWEN, Proprietor.

Business Notices.

THE EASTERN ASBESTOS COMPANY,

HONGKONG.

SOLE AGENTS FOR
THE BELDAM PACKING & RUBBER COMPANY,
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Contractors to the Admiralty and Leading Shipping Companies.

Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Steptre Packing,
Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION,
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Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

Telegrams 'CARRIGATED', HONGKONG. Telephone No. 501.

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NEW CONSIGNMENT OF

MACLAREN'S

IMPERIAL

CHEESE

IN PORCELAIN JARS.

SMALL AND MEDIUM.

AGENTS

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TELEPHONE No. 87.

Carbolic Bath Soap 20 Per Cent.

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MARGERISON'S BATH TABLETS.

VICTORIA EFFERVESCING SALINE.

VICTORIA SHAMPOO POWDERS.

VICTORIA DISPENSARY.

Weismann, Limited.

Bakers, Confectioners, Caterers,

Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 10, 1910. 899

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

J. E. TAGGART, Manager.

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PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east W winds in
Winter. Commanding a magnificent view of Hongkong, the harbor and adjacent
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms—From 60 per day Mex. City Office. 4, Des Vœux Road.

Hongkong, February 8, 1908.

THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, Bund, YOKOHAMA.

Hongkong, March 1, 1911. 299

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This Temperance Hotel has been established to meet the requirements of those who desire
all the conveniences and advantages of the modern Hotels at moderate charges.

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PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING NEW SPRING GOODS

CONSISTING OF

NEW DRESSES & DRESS GOODS

MILLINERY

Fancy Collars, Sets, etc., etc.

EVERYTHING OF THE NEWEST DESCRIPTION.

2, PEDDER STREET. Telephone 644.

NOTICE.

During Miss Massey's absence in

Shanghai enquiries for Belfast Barker

Marine Motors, Maguetos, Coils, Spares,

etc., may be addressed to

Messrs ARNDT & Co.,

38, Queen's Road.

Hongkong, August 23, 1910.

DELIVERY STOCK

THAT IS THE FIRST POINT

Second, the 'PETTER' ENGINE is the BEST.

Third AUTOMATIC IGNITION, no magneto or batteries

Lastly the 'PETTER' OIL ENGINE is cheap.

PETTER HORIZONTAL KEROSENE OIL ENGINES & PUMPS,

Sizes 2 to 14 B.H.P. in Stock.

MANUFACTURERS GUARANTEE—SIX MONTHS.

Full Details, Catalogues and Estimates.

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WILLIAM C. JACK & CO., LTD.

ELECTRICAL & MECHANICAL ENGINEERS CONTRACTORS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

Brandies, Champagnes,

Gins, Sherries,

Whiskies, Marsalas,

Vermouths, Madeiras,

Bitters, Ports,

Liqueurs, Clarets,

Ales-Beers and Stouts, Burgundies,

Hocks & Moselles.

Caldbeck, Macgregor & Co.

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

His Britannic Majesty's Ships on the China Station.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at
Alacrity	dispatch vessel	1700	12	8000	Comdr. Lowndes	Hongkong
Astron	cruiser, 2nd class	4360	10	7000	Captain E. D. Kiddle	Shanghai
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Drumblie	river gunboat	710	2	000	Lt.-Comdr. B. G. Washington	Shanghai
Britonart	river gunboat	710	2	000	Lieut.-Comdr. E. H. Donovan	Shanghai
Adams	sloop	1070	6	1400	Comdr. H. Lyne	Shanghai
Cherab	water tank and tug	330	—	300	Master H. Smith	Hongkong
Clío	sloop	1070	6	1400	Comdr. H. R. Yeale	Shanghai
Faine	torpedo boat destroyer	360	6	6700	—	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. B. J. D. Guy, V.O.	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. Monrope	Hongkong
Janus	torpedo boat destroyer	236	6	3900	Lieut.-Comdr. Heathcote	Hongkong
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Farquhar	on route San Francisco
Kinsba	river gunboat	616	4	1250	Lt.-Comdr. J. J. S. Lyne	Yangtze
Merlin	sloop	1040	—	—	Capt. F. C. Loommonth	Hongkong
* Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. Cayley	Hongkong
Monmouth	cruiser, 1st class	9500	—	—	Capt. L. E. Power	Hongkong
Moorehen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lieut.-Com. C. H. Woodward	Yangtze
Other	torpedo boat destroyer	350	6	6300	Comdr. C. L. Lambie	Hongkong
Palorus	cruiser	—	—	—	Comdr. A. P. Davidson	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	West River
Saïpe	river gunboat	85	2	240	Lt.-Comdr. J. M. Barker	Yangtze
Taku	torpedo boat destroyer	350	6	6500	Gunner E. J. Trille	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. R. J. Buchanan	Yangtze
Thisle	river gunboat	710	2	900	Lt.-Comdr. M. B. Hamilton	Shanghai
Virgo	torpedo boat destroyer	355	6	6300	Lieut.-Com. H. D. Adair-Hall	Hongkong
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. Hancock	Hongkong
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Comdr. G. B. Hartford	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Com. B. R. Brooke	West River
Woe cock	river gunboat	180	2	600	Lieut.-Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	180	2	600	Lt.-Comdr. G. F. A. Mulock	Upper Yangtze

* Flagship of Vice-Admiral Alfred L. Winsloe, E.O.B., C.V.O., C.M.G., Commander-in-Chief

Name.	Flag and description.	Tonn.	Guns.	H.P.	Captains.	Last report at.
Kaiser Franz Joseph I.	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicell	Amoy
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3450	22	5100	Capt. Delzans	Saigon
Alouette	French gunboat	566	7	400	Commander Badin	Saigon
Argus	French river gunboat	180	6	670	Lieut. d'Estienne	Canton
Caronade	French gunboat	150	—	—	—	Saigon (Reserve)
Comete	French gunboat	600	6	500	Comdr. J. Gervais	Saigon
Decidie	French gunboat	845	10	1000	Lieut. de Linares	Saigon
Dupetit-Thouars	French armoured cruiser	10,014	30	20,000	—	Saigon
Estee	French gunboat	141	—	—	—	Saigon (Reserve)
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Fronde	French destroyer	350	7	303	—	Saigon
Henri Riviere	French gunboat	—	—	—	—	Haiphong
Jacquin	French gunboat	203	6	308	—	Haiphong (Reserve)
Lion	French gunboat	600	—	—	—	Saigon (Reserve)
Lynx	French sub-marine	—	—	—	Lieut. Marrs	Saigon
Mancho	French surveying-ship	1855	10	0000	Comdr. Ragot de Touche	Saigon
Montcalm	French cruiser	9700	12	19,600	Capt. Cheron	Saigon
Mousquet	French destroyer	307	6	300	Lieut. de la Roche Keradron	Saigon
Oly	French gunboat	—	—	—	Lieut. de Maigneville	Upper Yangtze
Péiho	French gunboat	130	—	—	Lieut. Puech	Tongki
Pistole	French torpedo boat	130	7	300	Comdr. Moronol	Hongay
Protee	French sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable	French battleship (reserve)	9487	8	6071	Capt. Drouet	Saigon
Styx	French gunboat	1798	10	1700	Lieut. Seriot	Saigon
Takiang	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	250	6	—	—	Saigon (Reserve)
Vauban	French torpedo-depot	—	—	—	Lieut. Bihel	Hongay
Veteran	French torpedo-depot	—	—	—	Lieut. Elscall	Cip St. Jacques
Vigilante	French gunboat	123	7	500	—	Canton
Emden	German cruiser	3600	22	13,500	Capt. Vollerthun	Tsingtau
Gneisenau	German cruiser	11,600	—	—	Captain Usler	Amoy
Hela	German gunboat	900	12	1300	Comdr. Miersmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Mysing	Shanghai
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Tsingtau
Lochs	German gunboat	900	10	1350	Comdr. Bendemann	Hongkong
Nürnberg	German cruiser	3400	22	13,200	Capt. Tagart	Ponape
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze R.
Scharnhorst	German flagship	11,600	36	28,000	Capt. Kniff	Amoy
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Shanghai
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tsingtau
Tsingtau	German river gunboat	223	4	1300	Capt. Lieut. Graf Dohna-Schlodien	Canton River
Vaterland	German river gunboat	223	4	600	Capt. Lieut. Kautter	Shanghai
Calabria	Italian cruiser	2145	—	—	Capt. Casanova	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Matta d'Oliveira	Macao
Patria	Portuguese gunboat	700	—	—	Captain Carvalho Brandes	Hongkong
Repubblica	Portuguese cruiser	—	—	—	Capt. Cunha Lima	—
Adder	U. S. submarine	—	—	—	Ensign J. M. Murray	Cavite
Albatross	U. S. protected cruiser	2430	17	7000	Lieut. Clarence S. Williams	Annu
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign E. S. Root	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Ensign Robt. W. Canabins	Manila
Callao	U. S. gunboat	243	8	250	Ensign Stuart W. Cato	Manila
Chamney	U. S. torpedo-boat destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chittenden	U. S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign F. J. Fletcher	Cavite
Decatur	U. S. torpedo-boat destroyer	420	9	—	Ensign C. S. Graves	Cavite
El Cano	U. S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Cavite
Helena	U. S. gunboat	1397	18	1900	Comdr. B. O. Bittler	Yangtze River
Juino	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Minhoro	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	—
Maccasin	U. S. submarine	—	—	—	Ensign E. D. Whorler	Cavite
Mohican	U. S. station ship	1000	—	5344	Ensign Rapt. V. Lowe	Cavite
Monterey	U. S. monitor	4084	4	6200	Commander H. A. Bispham	Cavite
New Orleans	U. S. cruiser	3430	25			

† Flagship of Rear-Admiral John Hubbard, Commander-in-Chief, United States Asiatic Fleet.

JAPANESE MASSAGIST

2nd FLOOR,
No. 60, QUEEN'S ROAD CENTRAL
HONGKONG
NEAR THE POST OFFICE.
Hongkong, April 22, 1911.

S. L. TING
Surgeon-Dentist
No. 14, D'AGUIAR STREET
TERMS VERY MODERATE

PRIVATE HOTEL

APPROACHED from Kennedy Rd.
and Macdonnell Road.
Tel. No. 134. Teleg. Address: 'SACUSON'
A.B.C. Code 4th Ed.
Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.
Proprietress, Miss F. SACHSE
Hemel Hempstead, Hertfordshire, 1904.

New Scientific Finds

ONLY those who have suffered from Anemia can have any idea of the feeling of weakness, lassitude and inability to perform the ordinary duties of a physician, which this condition induces. As everyone knows, it is due to a deficiency of iron in the blood as well as a large decrease in the number of the red corpuscles which contain this all-important element for the body's work. It is not only in various proportions of iron to cure this bloodless condition, which makes the sufferer thin, pale and weary looking, short of breath, dizzy, and causes palpitation, faintness, etc., etc. Iron, however, is not the only remedy. The most reliable one is a medicine believed to be for more than a century whole in a day than is contained in the average of the blood without doing any good.

The preparation which acts like a charm in improving the quality of the blood is Santalogen, as modern research has shown. It is a chemical compound most recently in preparation known to Science. It stimulates the blood-making organs to their utmost. The result is that the red corpuscles are made in great numbers and the vital iron is rapidly restored to them. The blood is thus strikingly shown in numerous cases.

The General Practitioner, May 20, 1906, reports this case:—"A girl aged 20 with 3,900,000 red blood corpuscles per cubic centimetre, after three weeks' use of Santalogen, showed an increase of 500,000 red corpuscles per cubic centimetre."

Dr. Ferchman, Private Physician to the Czar of Russia, writes:—"My daughter, who was very nervous and anemic, has been greatly benefited by the prolonged use of Santalogen. Her appetite improved, her weight increased, and the colour of her complexion became quite excellent."

Santalogen may be obtained of Chemists and Bazarists.

100

ELECTRIC LIGHT AND FANS
—BATH-ROOM IN EACH ROOM.
Cold and Hot Water throughout.
—
PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.
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TEL. No. K120. Telex Address 'TERNOTEL.

VICTORIA HOTEL,
LATE
-NEW AMOY HOTEL,
KULANGSU. AMOY
UNDER NEW MANAGEMENT.
Good Food, Clean Rooms, each with
Separate Bathroom.
REASONABLE CHARGES.
Two minutes walk from the principal land-
ing place.
BAR, BILLIARDS AND BOWLING
ALLEY.
Chas. A. Mutton
Proprietor.

10, QUEEN'S ROAD CENTRAL,
(Top Floor),
CENTRALLY Situated, Up-To-Date
Boarding House. Recently renovated
and under entirely new management. Large
and Comfortable Rooms and Excellent
Table. Hot and Cold Baths. Electric
Lighting.
For Particulars and Rates, Apply to
LILLY KAHR, Manageress.
Hongkong, October 13, 1910. 1256

HIGH-CLASS HOTEL.
LADIES AFTERNOON TEA ROOMS.
PRIVATE BAR and BILLIARD ROOMS,
Hot and Cold Water throughout.
Electrically Lighted
Electric Fans (if required)
Electric Passenger Elevator to each Floor.
TABLE D'HÔTE at SEPARATE TABLES.
Tels. Address: 'VICTORIA,' Hongkong.
For terms, etc., apply to the
MANAGER.
Bongkok, October 2, 1903.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Airy and Well Furnished Rooms, Ever
home comfort. Fine View of the Harbour
Telephone No 890
Apply to Mrs F. W. WATTS,
Braeside, 20, Macdonnell Road.
Hongkong, September 2, 1909. 12

PRIVATE HOTEL
APPROACHED from Kennedy Road
 and Macdonnell Road.
 Tel. No. 134. Teleg. Address: **SACHSOLA**

Hongkong, September 1, 1969 120

—

Mr. E. J. C. Wells presided over a meeting of the Sanitary Board on Tuesday afternoon when there were also present the Hon. Mr. W. Chatham, O.M.C., Dr. Fitzwilliam, Mrs. Shalton Cooper, Mr. Leou Cha Pak, Mr. Ng Hon Tze, Colonel Bedford, P.M.O.H., Dr. F. Clark, Medical Officer of Health, and the secretary, Mr. W. Bowen-Bowlands.

APPLICATION DEFERRED.

With regard to a letter from the Government refusing permission to erect six water closets in a lot of European flats on Kowloon Island Lot No. 574, the President said that a subsequent communication had been received from the applicants which he thought should be placed before the Board. Applicants, in asking the Governor-in-Council, and the Board to reconsider the matter, mentioned that the Board had recommended that the application be granted, but that was not quite right as the voting had been equally divided. He thought the papers ought to be reconsidered.

In connection with the report from the Government Bacteriologist and Analyst on the public water supplies for the month of March, 1911, the President said—(With reference to the next paper, it has been intimated by one member that "in view of the above minutes this paper be dealt with confidentially." Before we take this publicly I should like to know whether the meeting wishes it taken confidentially, or

Mr Shouton Hooper asked if the members who wrote the minute had stated his reasons why the paper should be taken confidentially.

The President replied that he had just read the particular minute—

"I have not seen the other minutes; the paper comes to me first," answered Mr Hooper. "If there is a good reason I am with you, will you circulate it round the table."

"Then you propose that it be postponed?" suggested the President.

Mr Hooper— I am against it being taken confidentially unless I am satisfied there is a good reason for it. Evidently something has taken place since the paper left my hands and I am entitled to see it.

Interesting Speech

The King received at Buckingham Palace, on March 22nd, a deputation comprising representatives of various religious bodies throughout the kingdom. The occasion was the celebration of the Tercentenary of the Authorized Version of the Bible in English, and, under the auspices of the Tercentenary Celebration Committee, it was desired to present to his Majesty an address and to ask his acceptance of a specially bound Bible as mementoes. The deputation, like the movement, was strictly non-sectarian. It was headed by the Archbishop of Canterbury and included representatives of the various branches of the Christian Church.

The King, made the following gracious reply to an address read by the Archbishop :—

"It has given me sincere pleasure to receive this deputation; and to learn that it represents the joint celebration by the English-speaking peoples of the issue in 1611 of that world-famous translation of the Bible into our tongue which has ever since been known as the Authorised Version.

"The happily chosen words of the address

and watched over their undertaking
deserve to be held in lasting honour.
"This glorious and memorable achieve-
ment, coming like a broad light in dark-
ness, gave freely to the whole English-
speaking people the right and the power
to search for themselves for the truths and
consolations of our faith; and during 300
years the multiplying millions of the Eng-
lish-speaking races, spreading ever more
widely over the surface of the globe, have

"It is my confident hope—confirmed by the widespread interest your movement has aroused—that my subjects may increase to cherish their noble inheritance in the English Bible which, in a secular aspect, is the first of national treasures, and is, as you truly say, in it

and his dignity was most grateful
pleased to accept it.

A. S. Watson & Co., Ltd.

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WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

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NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular

Attention Inclusive.

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LIMITED.

Hongkong, April 16, 1907.

WM. POWELL

LIMITED.

NEW

MILLINERY

SEMI-TRIMMED IN

POPULAR & ELEGANT SHAPES.

A CHARMING VARIETY

HATS

READY TO WEAR.

Very Moderate Prices.

EMPIRE

CINEMATOGRAPH THEATRE.

The PIONEER HALL OF THE COLONY
DEA VOIX ROAD CENTRAL,
Opposite Central Market.

8 Performances: 7.15 to 9 and
9.15 to 11.30 P.M.

The Celebrated Italian Operatic Artists
SIGNORINA SALVATI AND
SIGNOR FALANTO.

TUESDAY!

The Grand New Film "Sodomites"

The Great Soprano

Miss BASSANS.

English, French and Italian Songs.

within the bed of the stream, especially in summer months. Not only would skilled attention to the needs of this important waterway prevent the all too constant overflowing of its banks, with the consequent endangering of the life and property of villagers, but the quicker transit possible would bring untold advantages. It is interesting to recall in passing that when the last rebellion broke out at Kwei-in it took the native troops some three weeks to arrive at the scene of the disturbance, whereas had the river been as navigable as it might well be they could have been there within a couple of days or so. Then, again, the facilities which could be secured for the transport of minerals and the encouragement to mining enterprise generally would justify this question being thoroughly gone into, more especially as railways are quite out of the question in many places. A uniform depth of some three feet would be quite sufficient for the purposes of launch traffic, and were nothing further than this done the gain would be immense. In most of the rivers of South China and Tonkin the depth of water in winter is quite insufficient for the purposes of navigation, while, on the other hand, in summer months the velocity of the current is so great that the navigable channel is constantly shifting, the banks are frequently washed away, and the silt which gathers in the centre of the river often prevents even the smallest boats from using what should be and could easily be made a constantly navigable stream. Things work slowly in the Middle Kingdom, and, of course, many a long year will pass ere anything like a tithe of the desired improvements of China's waterways will be actually effected. There is, we fear, little hope that the work will be undertaken on any extensive or uniform scale by the Imperial Government, but it is surely a matter which comes within the scope of the Provincial authorities. Viewed in this way, the outlook in South China is fairly encouraging just now, for the new Viceroy of CANTON is keenly interested in this subject, and during his term of office a great deal may be done towards improving the waterways of Kwangtung, especially in the matter of linking up various branches of rivers which are at present practically, if not quite, unconnected. H.E. the Viceroy undoubtedly has the question thoroughly at heart, but whether he can find money from the Provincial coffers to carry out his desires is quite another matter.

A WORLD MOTOR TOUR.

There are at present in Hongkong three American motorists who are on a world tour. They are Messrs T. O. Jones, J. R. Drake and T. M. Harlow, of the Hupp Motor Car Co., of Detroit, Michigan, U.S.A.; and they are making the tour one of combined business and pleasure. The party started out from Detroit in November last, with one of the Company's special touring cars, and the object is to cover as much of the world as possible by car and to do the rest of the tour by steamer. Leaving Michigan they drove right across America to San Francisco, sailed from there to Honolulu, where they did some wonderful feats, then went to Australia and New Zealand and toured the whole country, from thence travelled to Manila, where some difficult trips were made, and have now arrived in Hongkong. They intend doing a fair bit of China and will afterwards cover other parts of the world, including Africa, Egypt, Great Britain, etc. The whole tour is likely to take about two years and in that time some 60,000 miles will have been covered by steamer and 30,000 by motor-car. The car is a specially made touring vehicle of 20 horse power, of extreme lightness and has so far stood the test remarkably well. The party leaves Hongkong on Thursday for the North.

CUSTOMS AND POLICE LAUNCH IN COLLISION.

Seaman's Narrow Escape.

A seaman of the police launch No. 6 had a very narrow escape from drowning on Tuesday shortly after 1 o'clock, as the result of a collision between a Customs launch and the police launch. The two launches collided and the seaman was thrown into the water and when within a few feet of the shore he was rescued by a police boat. The Customs launch was badly damaged in the collision and the seaman was taken to hospital.

IMPROVING CHINA'S WATERWAYS.

As we recently stated in commenting on certain works carried out in Tonkin by Capt. G. von Tex, one of China's greatest needs to-day is a thorough and wholesale improvement of her numerous waterways. It is a notorious fact that the great majority of the rivers of China which are at present not navigable are in this condition as a result of absolute neglect, and that many of them could be brought in active use with the discreet expenditure of a by no means stupendous amount of money. We have not to look very far afield in order to be convinced of the desirability of this matter being seriously taken up by the Provincial authorities. A case-in-point is the Fu-ho or Li-Kiang River, which has its source in the Haiyang mountains in the Hsing District, and whose turbulent waters in summer-time come tumbling down and empty themselves into the West River at Wuchow. At the present time this river is quite unnavigable to any other than small native craft known as Ma-tung boats, which take some twelve days or so to pass through its reaches and even then experience very considerable danger in negotiating the rapids. The character of this waterway may be realised when it is pointed out that there are some 300 rapids to met with up to Kwei-in, and that, indeed, the whole river parades of this nature for a distance of some 45 li from Wuchow upwards. Then, too, as many local navigators could testify, the West River itself badly needs attention up to at least as far as Nanning if not even further still. The great aim of any scheme of improvement of this River should be to keep its waters well

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vardon and Smyth is 6s.

The death is announced of Rt. Hon. T. R. Buchanan, P.C., formerly Under-Secretary for India.

In honour of the visit of Prince Chakrabong of Siam the British cruisers in port dressed ship to-day.

Tokyo will very likely have another electric light company, there having been several applications for charters.

The International Steamship Companies' Conference held at Cologne, has decided to raise the rate of freight on cargo to Japan and China to 22s. 6d. per ton.

For the third day in succession a case of plague has been notified in the Colony. The occurrence is at No. 5, Centre Street, first floor, and the subject, a Chinese, has died.

A sentence of seven days' imprisonment was imposed on a native by Mr. E. R. Hallifax at the Magistracy this morning, for behaving in a disorderly manner in Ladder Street.

We draw the attention of Hongkong freemen to an advertisement elsewhere in connection with an address which is to be presented to H.M. the King on the occasion of his Coronation.

The three newly-arrived submarines, one torpedo-boat destroyer and H.M.S. Flora were seen leaving the harbour this morning. The Flora went eastwards and the other two in the other direction. The submarines and destroyer returned later.

Under the advice of her medical advisers in England Her Excellency Lady McCallum will not return to Ceylon to take part in the local Coronation festivities. The Secretary of State for the Colonies has been pleased to grant leave of absence to His Excellency the Governor from June 29th, and he will proceed to England by the "Orontes" on that date.

We have been asked by Messrs Shaw, Tomer and Co., general managers in Hongkong of the Equitable Life Assurance Society of the United States, to state that they have received telegraphic information that Mr. Wm. A. Day, New York, vice-president of the Society, has been appointed president in succession to the late Mr. Paul Morton.

News has reached Calcutta of a terrible tragedy in the Abor country on the Assam frontier. The political officer, Mr. Noel Williamson, Dr. Gregerson, and fifty coolies, who accompanied the river unarmed on a friendly mission, were set upon by Abors. Only two coolies, who brought the news to Dibrugarh, escaped death. The details of the massacre are unknown. Two hundred military police have left Dibrugarh for the scene in steam launches.

Mr. C. H. Ross presided at a meeting of the Coronation Sub-Committee on Monday. There were also present:—Dr. Ho Kai, Messrs F. H. Armstrong, G. Balloch, C. Monteague Edle, H. Fook, W. Logan, G. H. Melhurst, N. J. Stabb and Mr. Hon. T. Chan Keng Yue, (his. Chau Sim and Sui To Fei).

An electrically actuated time-ball, situated on the Pilot Tower, at Colombo, has been substituted for the old semaphore time-ball. The new time-ball is a green glass ball, which will be hoisted at the masthead, and the time-ball dropped one hour later. Should a ship desire to make a comparison at any other time, arrangements can be made by application to the Master-Attendant. On Sundays and public holidays the time-ball will be dropped at 9 a.m. only.

SOCIAL AND PERSONAL.

His Excellency the Governor and Lady Lugard entertained a large company of guests to luncheon at Government House to-day for the purpose of meeting H.R.H. Prince Chakrabong, brother of His Majesty the King of Siam, and His Presumptive Heir.

A new assistant, Mr. H. Green, has arrived for the Botanical and Forestry Department. Mr. Tatcher has managed the Department single-handed since the departure of Mr. Dunn, 18 months ago. Mr. Green comes from Kow, the training ground for the forestry services in most of our Colonies.

The golden wedding of their Majesties the Emperor and Empress will be celebrated in 1917, the year in which the Grand Expedition is to be opened at Aoyama, Tokyo. In view of this important celebration, says the Nichi-Nichi, Count Higashi-Kuni, Councillor of the Imperial Household Department, has for some time past been urging the people to save 500 yen per day, it being estimated that with interest, the contribution from the population of 50,000,000 will amount to something like ¥1,000,000,000, this sum to be used in celebrating the event.

THE ASIA DISASTER.

PARTICULARS OF THE MISHAP.

Dealing with Chinese Pirates.

With the arrival in port of the s.s. America Maru some further details of the disaster to the steamer Asia have been ascertained. These show, as we assumed, that the vessel struck the rock in a dense fog, the time of the disaster being about 5.30 a.m. on Sunday. It was at first reported that the America Maru was bringing down a number of passengers and some of the crew, but this is not so, as all the people taken off the stranded vessel were sent on to Shanghai by the s.s. Chaoching. We regret to say that one of the European members of the Asia's crew, a waterman, is missing, but beyond him every body has been saved. The vessel was still holding on to the rocks when the America Maru left, and there were hopes of at least saving the cargo in the fore-part of the ship, though Chinese pirates had begun to devote their attentions to the wrecked steamer.

Interviewed this morning, Capt. A. G. Stevens, of the America Maru, gave an interesting story of what he knew of the affair. He stated that after leaving Shanghai he experienced very thick fog and when off Saddle Island he picked up two wireless messages from the Asia. The first was at 8.30 a.m. on Sunday, stating that she had gone ashore on Finger Rock, and the other was three hours later following up the previous message with a few more details. Realising the grave possibilities of the situation, Capt. Stevens decided, in spite of the fog, to go full speed ahead, making for Finger Rock. To the accompaniment of a blast from her shrieking siren, the America Maru plunged onwards at 14 knots an hour, the course being followed by dead reckoning and sounding. When Capt. Stevens thought he was somewhere in the vicinity of Finger Rock he anchored. Then all he could do was to wait for the conditions to improve. On the Monday morning the fog lifted, and it was then discovered that the steamer was some three miles off the wrecked rock. Slowly proceeding, Capt. Stevens drew in to within a quarter of a mile of the rock and then a signal was received from the s.s. Chaoching stating that all the passengers of the Asia had been taken off and were safely aboard. The Captain, however, added that six of the crew were missing.

Not long afterwards a most exciting incident occurred. A junk piloted by natives drew up to the America Maru and in the bow of the junk Mr. Cozens, the first engineer of the Asia, was seen standing with a cocked revolver pointing to the natives in charge of the junk. It was soon seen that something was the matter, and it became known that Mr. Cozens and four others of the crew, who had been floating all night in an endless boat, were taken off by the junk but that, when once aboard, the Chinese had refused to let them simply desired to look the wrecked steamer and it was only by Mr. Cozens keeping them in fear with his revolver that he was able to get to the America Maru. Later on the five members of the crew were taken aboard the America Maru, and to the latter steamer was then notified of what had occurred, and the America Maru, being a day late, then left for Hongkong.

When the America Maru left the Asia was embedded in the rocks just inside the Finger Rock. The fore part was high and dry, and although the aft was afloat the decks were all submerged. The cargo in No. 1 hold was dry, but some water had got into the No. 2 hold. The Chinese fishing folk, with their usual providence, had warned all parties of the wrecked steamer before the America Maru departed, and it was hopeless to try to get them off. However, up to that time they had not got up the cargo ladders. At first the Asia's crew tried to keep the natives off, and there is a good deal of loose talk of several of the latter having been shot, while it is also stated that a Chinese woman passenger for America was killed accidentally during the firing. But these stories cannot be confirmed.

It appears that the captain of the Asia did all he possibly could when he found he was on the rocks and had it not been for his skilful handling of the steamer after she struck she might easily have slipped back into deep water and great many passengers been drowned. All the passengers desired to be taken on to Shanghai by the Shaoning, and we understand that cabins are being fitted in the tween decks of the s.s. Mongolia, to take them to their journey's end.

From another source we learn that there was a good deal of revolver firing when the natives first got aboard the steamer and that altogether there must have been 30 or 40 Chinese fired, swarming about her. One of the crew was heard to shout, "Come to my rescue, I'm only got one shot more," and went to his fate safely off the steamer. One of the crew in going hurriedly through the first alarm saw numerous evidences of piratical looting, for the floor was strewn with empty and broken wine-bottles and everything was upside down. The window glass, the chronometers, etc., and apparently all saved as well as the bedding, which was used for the accommodation of the wrecked steamer's passengers on their run up to Shanghai on the Shaoning.

DANGER AVOIDED.

There is little danger from a cold except when followed by pneumonia, and this never happened when Chamberlain's Cough Remedy is used. This remedy has won its great reputation and extensive sale by its remarkable cure of colds and can be relied upon with implicit confidence. For sale by all Chemists and Storekeepers.

ALLEGED ASSAULT ON THE S.S. JAPAN.

S.S. JAPAN.

A native was on the lower deck on the s.s. Japan on Tuesday when he was suddenly set upon by five or six men who were on the boat, whether for spite or robbery it is not known. The assailants endeavoured to wrench a gold ring from his finger while one stabbed him in the shoulder and badly knocked him about before he could be rescued. Five of the men got away and one was arrested. When he appeared before Mr. J. R. Wood at the Magistracy this morning, the case was remanded.

VOLUNTEER NOTES.

RIFLE AND EQUIPMENT. Several rifles and sets of equipment have not yet been returned to Headquarters. Members in possession of rifles, etc., are requested to return them for the annual examination at once.

REASONED. Gunner, H. Bolton of No. 1 Company H.K.V.A. is permitted to resign with effect from this date. Gunner C. H. Lyson of No. 2 Company H.K.V.A. is permitted to resign on leaving the Colony with effect from the 9th May.

STRICT OFF. Private J. H. Backhouse of the Infantry Company having left the Colony is struck off the strength of the Corps with effect from the 19th April.

ON LEAVE.

Captain G. G. Wood of the Infantry Company is granted leave of absence for 3 months with effect from the 18th April.

Lieut. H. W. Slade, of the Scouts Company, is granted leave of absence for 1 months with effect from the 14th April.

Private E. P. H. Lang, of the Scouts Company, is granted leave of absence for 12 months with effect from the 18th April.

Private E. W. Carpenter of the Scouts Company is granted leave of absence for 12 months with effect from the 24th April.

Gunner A. H. Carroll of No. 2 Company H.K.V.A. is granted leave of absence for 3 months with effect from the 10th April.

Private A. V. Monk of the Scouts Company is granted leave of absence for 3 weeks with effect from the 24th April.

SOLDIER DROWNED IN NAVAL CAMBER.

A regrettable drowning incident occurred this morning, when Sapper Fielding, of the Royal Engineers, met his death in the Naval Camber. It appears that he went in to swim but having once dived into the water he did not rise again and was drowned. It does not appear to be at all clear whether he was accompanied by a comrade or not, for some time afterwards another soldier also went for a swim and in diving he struck his head against something and putting his hand out to feel what it was he was surprised to find the body of a deceased, which he brought to the surface.

The following accounts of the sad affair has been sent to us:—A sad drowning fatality occurred whereby a young Royal Engineer lost his life. It appears that deceased, Sapper Fielding, went down to the camber, which is at the back of Wellington Barracks, for a bath, at a few minutes before six. His clothes were observed on the pier by a boat's crew going out for rowing exercise and on their return about 6.30 a.m. the clothes were still there. Whilst the boat was being moored one of the crew observed a body in about twelve feet of water. An alarm was immediately raised and the body recovered by Corporal Taylor, R.E. Artificial respiration was at once resorted to but without avail. The unfortunate young fellow was only 24 years of age and arrived in the Colony about six months ago.

The funeral took place this afternoon with full military honours, the band of the K.O.F.L.L. being in attendance. KEEP IT AT HAND. KEEP Chamberlain's Pain Balm at hand, become acquainted with its many uses and intrinsic merits and it will save much suffering as well as time and money. It promptly relieves the pain resulting from cuts, bruises, sprains or injuries from any cause and the wound is healed in less time than by any other treatment. For sale by all Chemists and Storekeepers.

H. Price & Co., Ltd.

NOTICE TO SHAREHOLDERS.

The FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICES at 12, QUEEN'S ROAD CENTRAL on SATURDAY, the 29th inst., at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to the 29th instant, both days inclusive.

By Order of the Board of Directors,

A. Charlton,

SECRETARY.

Hongkong, April 21, 1911.

GERMAN NAVAL PROGRESS.

ARMAMENT FOR SUBMARINES.

(Reuter's Service to the China Mail.)

London, April 26.

The Evening News says that it has the best authority for stating that a number of German submarines are being built to carry, in addition to torpedo-tubes, one 3.4 quick-firing gun.

THE MOROCCAN SITUATION.

SAFETY OF EUROPEANS.

(Reuter's Service to the China Mail.)

London, April 26.

The British Legation at Tangier has received advice from Fez, dated the 20th inst., stating that the Uedjama Road is now open and the Consuls had therefore decided to send away those Europeans wishing to leave.

MILITARY CONTRIBUTIONS.

QUESTION RAISED IN THE COMMONS.

Position of the Eastern Colonies.

(Reuter's Service to the China Mail.)

London, April 25.

In the House of Commons Colonel C. E. Yate asked whether the military contributions paid by the Eastern Crown Colonies were regulated solely in regard to immediate local requirements as to military garrisons, or whether in the case of Ceylon these were greatly minimised by the presence of the Colony to India, and the security afforded by the garrisons at Hongkong and Singapore.

Secondly, whether the Government would consider the advisability of treating the contribution by Ceylon as a contribution for defence rather than as a purely military contribution, so putting Ceylon on a similar footing to other Eastern Crown Colonies.

Thirdly, whether the Government would consider the question of securing some financial co-operation by the Federated Malay States.

The Rt. Hon. Mr. L. V. Harcourt, Secretary of State for the Colonies, replied that under the arrangement which has been in force for fifteen years the maximum limit of military contribution in the cases of Hongkong and the Straits Settlements was the whole cost of the Garrison. In the case of Ceylon, for special reasons, it was three-fourths of that cost. The strength of the Garrisons and the extent of the contributions from the Colonies were determined by a variety of considerations, both Imperial and local, which it was impossible to discuss by way of question and answer. The Malay States, although not British, already made a very substantial contribution to the defence of the Empire by maintaining, in accordance with the agreement of 1895, a highly efficient regiment which could re-inforce the Garrison at Singapore in time of war.

The Rt. Hon. Mr. H. H. Asquith, Prime Minister, replying to another question by Colonel Yate, said that as the safety of the Eastern Crown Colonies, as well as the defence of the Dominions, depended upon our command of the sea the discussion at the Imperial Conference on Naval Defence must naturally involve consideration of strategic questions affecting the defence of both.

As a result of the extension of city boundaries on the 1st April, the population of Yokohama has now increased by 10,000, mainly to 403,304.

COMPANY MEETINGS.

China Traders' Insurance Co., Limited.

The forty-fifth ordinary yearly meeting of the China Traders' Insurance Co., Ltd., was held at the head office, No. 2, Queen's Buildings, today.

Mr. G. H. Medhurst presided and there were present Messrs. J. W. C. Bonnar, A. Forbes, C. R. Lenzmann, H. A. Siebs, G. Balloch, F. Lieb, G. Friedland, directors; B. M. C. Cunha, A. E. S. Alves, A. R. Lowe, A. B. Rouse, J. Gardiner, J. A. Barros, V. L. Remedios, H. J. M. Carvalho, and the secretary, Mr. Montague Ede.

The secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, I will with your permission take the report as read. It compares favourably with that published last year and shows an increase in the divisible balance which we propose to deal with as follows:—to pay a final dividend of 24 per cent on account of 1909, making 57 for that year. We further propose to make an addition of £10,000 to the Reinsurance Fund, which will then stand at over £47,000, two-thirds of our paid up capital; the balance of £225,353.29 we propose to carry forward to underwriting suspense account, which sum is estimated to be more than sufficient to meet all possible losses which may arise on 1909 account. As regards 1910, there is a substantial increase in the "Net Premiums" as well as in interest, and as far as we can gauge the situation this year seems likely to be a very favourable one and we therefore have no hesitation in recommending the payment of an interim dividend of 31 per cent and a final dividend of 20 per cent on contributory premium.

There being no questions the chairman proposed the adoption of the report and accounts.

Mr. A. Forbes seconded and the motion was carried.

On the motion of Mr. M. Ede seconded by Mr. A. B. Rouse, Messrs. A. H. Siebs and G. Balloch were re-elected directors.

Mr. Carvalho proposed and Mr. Cunha seconded and it was agreed that Messrs. J. A. Barros and A. R. Lowe be re-elected auditors.

Union Insurance Society of Canton, Ltd.

The thirty-eighth ordinary yearly meeting of the Union Insurance Society of Canton, Ltd., was held at its head office, No. 2, Queen's Buildings, Hongkong, today.

Mr. G. H. Medhurst presided and there were present Messrs. A. Forbes, J. W. C. Bonnar, C. R. Lenzmann, H. A. Siebs, G. Balloch, F. Lieb, G. Friedland, directors; W. E. Clarke, W. Hutton Potts, Ho Fuk, F. Smyth, A. Shelton Hooper, P. Tester, C. D. Wilkinson, A. H. Harris, H. W. Robertson, G. C. Moxon, Henry Humphreys, Arthur Roberts, W. Dunbar, A. B. Rouse, A. G. Coppin, J. Gardiner, L. Berindague, G. Siemens, J. W. Taylor, and the secretary, Mr. C. Montague Ede.

The secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, Before proceeding to the business of the meeting I have to inform you that the negotiations with the North China Insurance Company, of which you were advised in a circular dated 11th January last, have come to an abrupt end, the directors of that company having refused to entertain our proposal, stating that the company was not for sale. In view of the fact that the figure offered was arrived at after very careful consideration, we were naturally surprised that the negotiations should have taken this turn. It is not, however, for us to move further in the matter, but it is to be regretted that a union of interests could not be arranged.

all round, as it is only by amalgamation that the charge can be reduced without impairing efficiency. This argument applies equally to ourselves, our affiliated company and the North China Insurance Company. The report has been in your hands for some weeks, and I will therefore with your permission take it as read. You will observe that the accounts are stated somewhat differently from those of last year; this is done in order to bring the figures more up to date. You will also notice that the auditors' certificate is also brought up to date. The premium income for 1909, as also the balance of working account, shows a satisfactory increase as compared with that of the previous year, despite the fact that the rate of exchange at which sterling takings have been translated into dollars for the purpose of the report is 10s. higher. The increase in our takings is partly due to improved underwriting the period under review and partly to advances in rates in several directions, brought about by concerted action of companies and the leading members of Lloyd's. This points to greater unanimity amongst underwriters than heretofore, and a great deal has still to be done in this direction before business can be considered to be really on a satisfactory basis. You will notice that we have been able to strengthen our investment situation account more than sufficient to allow for any likely fall in the value of sterling securities. The exchange fluctuation account will not disconcert, unless the dollar touches 11s., while each rise in exchange increases this fund. Our reinsurance fund has risen to £145,000, while our assets have increased by some £4 lakhs. Taken altogether therefore, 1909 may be called a good year for us, and resulting from careful underwriting enable us to maintain our dividend. My predecessor in the chair

told you at your last meeting that \$50 per share must be looked upon as high water mark, and while I endorse this view for the present there seems to be no reason in the future if fortune continues to smile upon us, why we should not be able to somewhat increase the dividend by the payment of a bonus to shareholders when the outcome of any particular year warrants it. It is unwise to be too optimistic, but we have reason to be very hopeful of the future, our business being on so solid a foundation and of so widespread a nature as to justify this hope. The divisible balance for the year is \$337,822.57, which were recommended as appropriated as follows:—the payment of a final dividend of \$20 per share, the addition to sterling reserve fund of £10,000 and the carrying forward of the balance to an "underwriting suspense account." The figures for 1910 are quite satisfactory, showing us they do a steady increase, and your directors feel that they are quite justified in recommending the payment of an interim dividend of 30 per cent on contributory premium. You will be glad to hear that while giving shareholders and contributors full consideration we have not forgotten our staff, through whose unremitting efforts the society maintains its premier position. (Applause) We have voted a bonus of 10 per cent of a year's salary to the proprietors of each member who is in our service on the 30th of this month. Before proposing the adoption of the report I shall be glad to know if any shareholder wishes to ask any questions.

There being no questions the chairman proposed the adoption of the report and accounts.

Mr. A. Harris seconded and said:—Sir, I rise to second the resolution and before formally doing so I may be allowed to make a few remarks. These remarks naturally

among themselves under three heads. The report is a very satisfactory one and our thanks are due to the Board and the Secretary for the able manner in which the business of the Union has been conducted.

Ability which has again been crowned with success. It is gratifying to learn that so widely are our reports spread and such a firm hold have they taken in the vast field of insurance that the future can be faced with confidence. The magnificent reserves we have built up, in conformity with the policy so repeatedly urged in this Board room, have been added to and we carry forward a very handsome sum. Our Directors would appear to be able to call up handsome profits from some unrecognised or forgotten source. If this is so one can but express the hope that a further slight of hand next year may agreeably surprise us. With reference to your remarks, Sir, upon combination and improved rates it is interesting to note what the Chairman of the Yangtze Insurance Society of Shanghai has to say on the same topic in his recent speech.

It is also with pleasure I am sure you hear that the cold water douche of last year's speech has not been repeated and that Shareholders may look forward to a bonus in addition to the dividend when conditions warrant its distribution. Limitations that I hope will be liberally interpreted. A silver dividend in the terms of a 2½ dollar would not come amiss as a beginning.

I notice that the account for 1910 lump together the amounts due to sundry debtors with branch and agency balances which have hitherto been kept apart. I suppose there is some practical reason for this. My second heading, Sir, of course concerns the offer made by this society to the North China Insurance Company. You have just told us that the matter is at an end; the offer having been refused by the sister company. But, Sir, if the reasons which prompted the offer were good and sound ones, a rejection, based perhaps in part on a belief that terms offered were insufficient, does not make them less sound.

And if the elimination of competition and the reduction of working expenses, only possible under existing conditions by amalgamation, are desirable in the interests of our joint businesses, and in view

of the premises that the insurance industry work in the world; I am inclined to doubt if the matter can or should rest where it now is. Shareholders in the North China are disappointed that the terms of the Union offer and the grounds upon which it was refused were not notified to them. It does seem somewhat extraordinary.

I believe that there has been some considerable misunderstanding as to the objects and value of the offer. It appears to have been thought that the Union was in a bad way and was in need of North China reserves. That the Union could not keep up its dividend and that generally we needed bolstering up and so forth. Sir, it is admitted that the years 1907 and 1908 were bad ones in the insurance world, in particular the year 1908, but this society has nothing to fear from the closest investigation. In asking calculations as to the position of the Union it must not be forgotten that the Assets of the affiliated Co. the China Traders must be taken as being Assets of the Union. So far as I can learn this was not done by the North China when examining into the Union offer.

For instance an alleged Union loss and expense ratio over a four year period of 83 per cent is easily seen to have been based on incorrect data and hence misleading. Exact figures of Union business is not at my command, but I am in a position to give these comparative figures. The percentage that charges bear to premium has been ascertained to be

1905 18.31% 14.95% -23.5%

China Traders 23.12% 14.86% -35.8%

North China 25.47% 30.60% +19.4%

Sir, it is not necessary now in this place to go further into details of misstatements and errors in order to make clear the reasons and the value of the offer made by the Union to the North China.

Speaking in 1907 Mr. D. R. Law, whom many of us miss from Hongkong, and I would further congratulate the Directors and Management on the highly successful issue of the negotiations for the absorption of the China Traders Marine Insurance Society; controlled by us both Companies will greatly benefit in every way and I think we may look forward to a further of continued and increasing prosperity. Sir, those forecasts have been amply verified since the year in which they were made. May we not apply similar language to the prosperity of a union of the North China with ourselves?

In amalgamation, Sir, I think, must come; the common interests of Far Eastern residents demand it; the nature of present day business methods, pressing for it. If the policy underlying the affiliation proposition is a sound one, and there has been no attempt made to prove that it is sound, it is for shareholders to move in the matter. We all value security and good dividends. Directors as well as poor shareholders. I think we may thank our Directors for the interest they show in our business.

As to the money value of the Union offer I believe that that offer was made from calculations based on the results of the China Traders amalgamation. It is not to secure North China funds that the Union made its offer but to place the two societies on a solid basis, in a strong and impregnable position. This society wishes to give to the North China Shareholder the fullest value for his shares that they can be made to realise. Will not affiliation increase the value? I am sure that if, after amalgamation, supporting its assets, it were found that the present book assets of the North China prove that its shares are worth more than the figure proposed by the Union, for it must be remembered that debts and outstanding claims take a long time to come in and to clear up, that in such a case the Union would, I hope, be willing, if requested, to promise to make a further pro rata allotment. Union is strength and sound and well known motto is it not that of the Shanghai Municipality?—*trading jointly in time.*

May this be the guiding motto for the future consideration of the North China and Union members. Companies shareholders. My third heading, Sir, is to endorse on behalf of the shareholders the Directors grant to the provident fund of the Union staff and to convey to them each and all our thanks and our congratulations. As we are now a University town we may speak in the language of the schools and in that language the past year may be almost called an alpha plus year and the staff fully deserve what we can give them. I beg to second that the report and accounts be accepted and passed.

The motion was carried.

On the motion of the Mr. H. W. Robertson seconded by Mr. Dunbar Messrs. H. A. Siebs and G. Balloch were re-elected directors.

Messrs. W. H. Potts and A. R. Lowe were re-elected auditors on the motion of Mr. F. Smyth seconded by Mr. P. Tester.

The Chairman—That is all the business gentlemen; I thank you for your attendance. Dividend warrants are now ready and may be obtained at the office.

THE SHAIKIWAN ROBBERY.

Prisoner's Sentence.

The jury at the Criminal Sessions, before the Chief Justice, Sir Francis Pigott, this afternoon, returned a verdict of guilty against the two prisoners who were charged with demanding money by false pretences arising out of a case of robbery at Shaikwan in December last, and His Lordship sentenced the first prisoner to eighteen months' imprisonment and the second to two years, both with hard labour. His Lordship added—I think the verdict is right.

A BANKRUPTCY PROSECUTION.

At the Criminal Sessions this afternoon, before the Chief Justice, Sir Francis Pigott, Lam Cheong was placed in the dock on charges under the Bankruptcy Ordinance.

Hon. Mr. G. C. Alabaster, Acting Attorney-General, appeared to prosecute on behalf of the Crown, instructed by Mr. F. B. L. Bowley, Crown Solicitor. Mr. Eldon Potter defended, instructed by Mr. Reader Harris.

The following were sworn in as jurors:—Messrs. C. M. Brown, F. Hogarth, J. E. Hanson, F. Guedes, foreman, H. Freestburg, F. M. Garcia, E. D. Haskell.

Mr. Alabaster said that although the document on which the charges were written was an extremely long one they would find that the charges were extremely simple and short. It was for prisoner to satisfy them that he did not intend to conceal the state of his affairs or to defeat the law in being privy to the falsification of the books within four months after presentation of his petition. He was not able to tell them the exact date on which he falsified the books but he would call evidence which he submitted would have the effect of forcing them to believe that it was within the four months. If he proved that he need not prove the actual date on which it was done. Prisoner started business in Hongkong about four years ago in partnership with another man, their business being exports to America and Australia. After about a year the partner left him and he restarted again on his own account. He used to buy goods from other Chinese firms in the Colony and ship them to Chinese firms in Canada, America and Australia. He closed his business about February 1910 and on March 11 he filed his petition stating that his assets were \$20,000 and the liabilities \$22,000, stating in fact that he was solvent.

His petition was heard on March 19 and on that occasion he said some \$25,000 was due to him from six or seven firms and a receiving order was made against him the same day. On March 31 he filed a statement of affairs showing liabilities of \$25,000 with assets \$3,883, doubtful debts \$1,032 and what he described as bad debts \$16,222. On April 5 the landlord distrained and in the exercise of that distraint he seized thirty-two books belonging to prisoner, which were handed over to the Official Receiver and in consequence of which the charges were formulated. All the books related to one Chinese year and prisoner had stated in his public examination that all the books for the previous years had been lost in a fire which took place about three doors away from his shop on January 13, 1910, about two months before the presentation of his petition.

Evidence was called and the case was adjourned.

SPORTING.

Racing.

The programme of the second Gymkhana, to be held at the Happy Valley, on Saturday, 26th May, 1911, (weather permitting) is as follows:

1.—4.30 P.M.—FIVE FURLONGS FLAT RACE. For Subscription Grifts of any season which have not won an Official Race.

2.—5.05 P.M.—GYMKHANA STAKES.—Value \$100.—Distance One Mile, For all China Ponies.

3.—4.10 P.M.—TENT POOLING IN SECTIONS OF THREE.

4.—4.30 P.M.—THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China Ponies.

5.—4.50 P.M.—LADIES NOMINATION. HALF MILE FLAT RACE.—For China Ponies.

Subscription Grifts of the season 1910-11 and hand side Polo Ponies.

6.—4.10 P.M.—ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China Ponies.

THE BANDMANN OPERA CO.

"The Dollar Princess" is one of those lively plays that can beguile a lot of repetition, and judging from the well-filled house last night we should say it is a decided favourite with Hongkong theatre-goers. The opening was somewhat tame, but when Bulger made his appearance the house received him uproariously. Mr. Erik is a screaming funny in whatever part he undertakes and was particularly happy last night as Mr. Comber's confidential clerk. The audience received his topical hits with vociferous cheers. No doubt there were those amongst the crowd who could sympathize with him in his ill-luck, as, for instance, Miss Madge Vincent, who was vivacious and charming. Also, while Mr. Comber as Henry Conder, the multi-millionaire, was decidedly good. The other parts were ably sustained. During the first interval Father's milk chocolate was passed round to the ladies present. To-night the company closes its season here with "A Waltz Dream."

CHILDREN LIKE IT.

When a medicine must be given to young children it should be pleasant to take. Chamberlain's Cough Remedy is made from mild sugar, and the fruits used in its preparation give it a flavor similar to maple syrup, making it pleasant to take. It has no superior for colds, croup and whooping cough. For sale by all Chemists and Druggists.

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We try to conduct our store so that whenever you need any Sick Room, Bath, Toilet, or Household Drug or appliance, our name will instantly come to mind. Let us emphasize that

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—MAXIM—OHENG KAMMING (late Head Dispenser, Government Civil Hospital).

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VICTORIA SKATING RINK.

DES VOUX ROAD CENTRAL, Opposite the Central Market.

LAST FEW DAYS BEFORE SEASON CLOSES.

FIVE SESSIONS DAILY.

PRICES REDUCED.

Hongkong, November 29, 1910. 1341

"CHINA MAIL" CENSUS COMPETITION.

A census of the population of Hongkong is to be taken on May 20th, and in order

estimating the growth of the population since the last census the China Mail is promoting a competition under three heads, asking its subscribers to predict the numbers of—(1) The total civil population; (2) Chinese population; (3) European and American population. We have, for the guidance of competitors, given the figures for the last two censuses. All competitors have to do is to cut out the three coupons, (which will be published singly in rotation in this column), fill in their estimate and forward them to our office, with the words "Census Competition" in the top left-hand corner of the envelope. Competitors may send in as many coupons as they desire. A prize will be given for the most correct estimate under each head. In the case of a tie the estimate first opened will be adjudged the winner.

No. 3—TOTAL EUROPEAN AND AMERICAN POPULATION OF HONGKONG.

I predict that the total European and American population of the Colony (resident and mercantile marine) on May 20th, 1911, will be

Name

Address

N.E.—The 1901 census gave the European and American population of the Colony as 8,431. At a census taken in 1906 the figure was 8,395.

The discussion of the Veto Bill in the House of Commons has been characterized by much heat and eloquence. In the division on the first clause of the bill the Irish party ranged itself in line with the Government.

When a medicine must be given to young children it should be pleasant to take. Chamberlain's Cough Remedy is made from mild sugar, and the fruits used in its preparation give it a flavor similar to maple syrup, making it pleasant to take. It has no superior for colds, croup and whooping cough. For sale by all Chemists and Druggists.

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Shipping.

Shipping.

Shipping.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.
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MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
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THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer Tons	Day	Steamer Tons	Day	Day
ASSAYE 7500	Apr. 29	Moraa 11000	Saturday, May 27	June 2
DELTA 8000	May 13	Mooltan 10000	Sunday, June 10	June 16
DEVANHA 8000	May 27	China 8000	Sunday, June 25	July 1
DELHI 8000	June 10	Malwa 11000	Monday, July 9	July 15
ARCADIA 7000	June 24	Macedonia 10500	Tuesday, July 23	July 29
DELTA 8000	July 8	Marmora 10500	Wednesday, Aug. 6	Aug. 12
ASSAYE 7500	July 22	India 8000	Thursday, Aug. 20	Aug. 26
DELHI 8000	Aug. 5	Moldavia 10000	Friday, Sept. 3	Sept. 9
DEVANHA 8000	Aug. 19	Moraa 11000	Saturday, Sept. 17	Sept. 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.
FARES TO LONDON (including Surtax):
1st Saloon £71.10 Single, £100.14 Return.
2nd £48.8 £72.12
In addition to the above Mail Steamer the following:
INTERMEDIATE (S.S. TRANSPORT) STEAMERS
WILL LEAVE FOR
LONDON.
CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due LONDON
ATOLLAS 6700	May 17	July 17
SUMATRA 4600	May 31	July 31
NILE 6700	June 14	August 14
NUBIA 6700	June 28	August 28
SYRIA 4600	July 12	September 12
NORRE 6700	August 23	October 23

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.
FARES TO LONDON (including Surtax):
1st Saloon £56.00 Single, £82.10 Return.
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For further particulars Apply to
E. A. HEAVETT,
Superintendent.

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TRANS SHIPPING on the Co's Steamers at Singapore for BATAVIA, COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. FREIENFELS 6th May.	S.S. SENEGAMBIA 27th April.
S.S. SCANDIA 16th May.	For Rerodam, Hamburg & Awerp
S.S. SLAVONIA 4th June.	S.S. BELGRAVIA 8th May.
S.S. SEGOVIA 15th June.	For Havre, Bremen & Hamburg
S.S. SPEZIA 1st July.	S.S. SUEVIA 10th May.
S.S. SILESIA 12th July.	For Rerodam, Hamburg & Awerp
S.S. C. FERD. LAEISZ 28th July.	S.S. SACHSEN 25th May.
	For Marseilles, Havre & Hamburg
	S.S. BAYERN 3rd June.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. O. Smith	Manila, Cebu & Iloilo	SATURDAY, April 29, at 4 p.m.
RUBY	4,000	S. C. Leary	Manila, Cebu & Iloilo	WEDNESDAY, May 10, at 4 p.m.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. & SEATTLE,
via SHANGHAI and JAPAN PORTS.

STEAMER	TONS	CAPTAIN	ON OR ABOUT
SUVERIC	2338	F. S. COWLEY	4th May.
KUMERIC	2252	G. B. C. GILL	30th May.
LUERIC	2400	J. MATHE	30th June.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for steerage, passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.
For Rates of Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRYSE CENTRAL.
TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.
From HONGKONG. From COLOMBO.
16th May. s.s. ELLERIC 12th June
For Rates and further information, apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).
Hongkong, April 1, 1911.

AMERICAN & MANCHURIAN LINE.

HONGKONG TO BOSTON AND NEW YORK,
Via PORTS AND SUEZ CANAL.
(With LIBERTY TO CALL AT MALABAR COAST).

For Freight and further information apply to
THE BANK LINE, LIMITED,
AGENTS,
American & Manchurian Line.
TELEPHONE No. 780.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).
Steamer Tons Captain Date of Sailing
* AMERICA MARU 11,000 A. G. STEVENS Friday, May 5, 1 p.m.
* TENYO MARU 21,000 E. BENT Friday, May 12, 1 p.m.
* NIPPON MARU 11,000 H. S. SMITH Friday, June 2, 1 p.m.
* CHYO MARU 21,000 W. W. GRZENE Friday, June 30, 1 p.m.
* Triple Screws, turbine engines. * Twin Screws.
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 5th May, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. BIKOKUMA	Saturday, June 17, 1 p.m.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, 1 p.m.
BUYO MARU	10,000	K. HARRISOTO	Saturday, Oct. 14, 1 p.m.

The Steamer HONGKONG MARU will be despatched for VALPARAISO and CORONEL, via MOJOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALIDA CRUZ, CALLOA & IQUIQUE, on SATURDAY, the 17th June, at 1 p.m.
FARES FROM HONGKONG.
To SAN FRANCISCO £ 45-0-0, Single
" NEW YORK £ 80-0-0, " "
" LONDON £ 71-10-0, " "
" VALPARAISO £ 125-0-0, Return 6 months.
" SALIDA CRUZ or MANZANILLO Yen. 420.00, Single
" VALPARAISO Yen. 570.00, "
SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.
To European Points - Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.
To Canadian and United States Points - Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.
To all Points - Missionaries and their families.
(These concessions apply to San Francisco line only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.
The "TENYO MARU" and "CHYO MARU" are fitted with Turbine Engines and Triple Screws. Records speed 24 knots.
Through Bills of Lading issued to North, Central and South American Ports.
For further particulars as to Passage and Freight apply to
K. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier).
Hongkong, January 27, 1911.

A HISTORY OF UNION CHURCH

BY THE REV. G. H. BONDFIELD and DYER BALL, M.R.S.

Edited by Rev. C. H. HICKLING.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price £1.00

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	May 6	May 2nd, at 11 a.m.
ST. ALBANS	June 2	May 27th, at Noon.
EASTERN		June 24th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, November 2, 1908.

NOTICES TO CONSIGNEES

SWEDISH EAST ASIATIC CO. LTD., Copenhagen.

NOTICE TO CONSIGNEES.

THE Steamship PEKING, having arrived, Consignees of cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godown, whence delivery may be obtained.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st of May, will be subject to rent.
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 1st of May, at 9.30 a.m.
All claims must reach us before the 4th of May, 1911, or they will not be recognized.
No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.
OLUF WIK & CO.,
CHINA AGENTS, AKTIEBOLAG, Agents.
Hongkong, April 24, 1911.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship MONGOLIA.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for their consignments, and take immediate delivery of Cargo from alongside.
Cargo remaining undelivered on April 25th, 1911, will be landed at owners' expense and delivery must then be taken from Company's Godown.
Cargo remaining undelivered SATURDAY, April 29th, 1911, at Noon, will be subject to rent and landing charges.
No Fire Insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on THURSDAY, April 27th, 1911.
All claims must be filed on or before May 22nd, 1911, otherwise they will not be recognized.
FRED J. HALCON,
Agent.
Hongkong, April 21, 1911.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE H.A.L. Steamship BAYERN, Captain BAYERN, having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their disposal.

hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.
Optional Cargo will be carried on unless notice to the contrary be given 72 days.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.
All Broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.
No Fire Insurance will be effected by us in any case whatever.
This steamer brings on cargo:
Ex s.s. Ida from Christiania.
Ex s.s. Hamburg from Göteborg.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, April 20, 1911.

WASHING BOOKS

(In English and Chinese)

WASHERMAN'S BOOKS, for the use of Gentlemen, can be had at this Office - Price, 30 Cents.

CHINA MAIL Office, 5 Wyndham Street.

THE BACK DOOR

A SKETCH OF WHAT MIGHT HAPPEN

Reprinted from the CHINA MAIL.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price 50 Cents

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA.

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For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, November 2, 1908.

HONGKONG MOTOR GARRAGE.

MOTOR CARS FOR HIRE.

4, 5 or 6 Seats

1st Hour \$5.00

2nd " 4.00

3rd " 3.75

2 or 3 Seats

1st Hour \$4.00

2nd " 3.00

68, Des Vaux Road Central.

Dragon Cycle Depot.

Telephone No. 482.

Hongkong, January 18, 1911.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 15 minutes.

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10.00 p.m. to 10.30 p.m. Every 15 minutes.

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11.00 p.m. to 11.30 p.m. Every 15 minutes.

11.30 p.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 12.30 a.m. Every 15 minutes.

12.30 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 1.30 a.m. Every 15 minutes.

1.30 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 2.30 a.m. Every 15 minutes.

2.30 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 3.30 a.m. Every 15 minutes.

3.30 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 4.30 a.m. Every 15 minutes.

STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point downwards indicates a Typhoon to the North-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

